

## BALTIMORE YARDS TURNING OUT SHIPS

Steel and Wooden Craft,  
From Freighter to Trans-  
port, Product of Plants.

### ONLY 20,000 IN FORCES

BALTIMORE, October 7.—Baltimore shipyards, responding to the demands of war, are building steel and wooden vessels ranging in size and type from 5,000-ton freighters to troop transports of 12,000 tons. Refrigerator ships and oil tankers and other vessels are included in the product of four plants along the Patuxent river, where it flows into Chesapeake bay. Though the past year has brought a steady migration of skilled and unskilled labor to the Baltimore territory, the shipyards, with 20,000 men, lack a force adequate to the work under way. They have had to divide the influx with other war industries, including munitions plants paying high wages. Absenteeism, due back to production elsewhere along the Atlantic coast, reached such alarming proportions in the earlier period of the shipbuilding activities that John H. Ferguson, head of the Maryland Federation of Labor, instituted a system of personal calls upon delinquent workers. Persistent tardiness against two-day "lay-offs" every week brought about a material improvement in the situation.

At the yards of the Baltimore Dry Docks and Shipbuilding Company, the Bethlehem Shipbuilding Corporation, the Maryland Shipbuilding Company and the Henry Smith & Sons Company, the only shipyard in the more distant actually producing boats, seventeen vessels have been launched and eight delivered to the Emergency Fleet Corporation. The Baltimore Dry Docks and Shipbuilding Company has on the way four cargo carriers of 8,800 tons, five 6,500-ton refrigerator ships and three other vessels. Eight hulls under order of the government have been launched and two vessels completed. The company's future is bright, which work will begin December 1. are for steel tankers of 6,000 and 10,000 tons. Workers at the plant aggregate 10,300.

**Bethlehem Plant a Hummer.**  
Its raw materials furnished largely by the great plant of the Bethlehem Steel Corporation nearby, the Bethlehem Shipbuilding Corporation, at Sparrows Point, is erecting cargo carriers, tank ships and troop transports averaging 12,000 tons. Relieved of transportation delays by obtaining the fabricated steel plates, which are rolled next door, as it were, the Bethlehem company has been able to complete twenty-five giant ships in 1918, and before the end of the present year the nine hulls already launched, six of which have been equipped and delivered, will be augmented by five others. The working force is 8,000 strong.

The Bethlehem plant has on its roster professional and business men working as laborers, lawyers, ministers, engineers and merchants. It is said, have taken jobs in the plant. The wooden-ship yards of the Henry Smith & Sons Company suffered early in the year from a disastrous fire, believed by the management to have been the work of enemy plotters. A conflagration which destroyed both equipment and materials set back for many weeks the prospective production of 3,500-ton wooden hulls, and, though four are on the ways, none has been launched.

### Many Former Hopeless Men.

Henry Smith, president of the company, has given work to numbers of men who had been classed by social welfare agencies as hopeless cases. Today they are factors in making the Smith plant a result-getter in the national shipbuilding program. The Maryland Shipbuilding Company, with 1,200 men, is engaged on 3,500-ton wooden ships. Four are on the ways and one will be launched in October in the program which calls for construction of six vessels complete and equipment of three hulls built at other plants.

In the Emergency Fleet Corporation's Baltimore district are fourteen yards, including several in Maryland assigned to construct barges and three in Virginia which have just undertaken contracts for wooden freighters.

**CLAUDE WILDE, SEAMAN,  
PRAISED FOR HEROISM**

Maryland Man Commended by Secretary Daniels—Three Others Also Honored.

Claude Wilde of Shadyside, Md., a machinist mate in the Navy, has been commended by Secretary Daniels for heroic work in saving two wounded shipmates when submarine chaser No. 205 was mistaken for an enemy submarine and destroyed by gunfire from the American steamer Felix Taussig last August 27.

The submarine chaser was set on fire, sinking within three minutes—before she could make known her identity. With the craft going down, Wilde, who was slightly wounded, found that the life preserver lockers had been shot away. He descended to the forecastle, got two transom cushions and took them to the deck. He then carried two seriously wounded men to the deck and placed them on the cushions, thus saving their lives. He also thus provided the only life preservers that could be obtained for the other survivors.

**Others Mentioned for Bravery.**  
Secretary Daniels announced that three other enlisted men of the Navy had been commended for heroism in saving life and another for preventing a possible collision between convoys. Machinist Mates Peter J. Cogan of Detroit, Mich., and Florian C. Tessler of New Bedford, Mass., rescued a comrade from the engine room of their vessel during a severe fire, both being badly burned. After the rescued man had been brought on deck he jumped overboard. Tessler, though painfully injured, dived after him and kept him afloat until assistance reached him.

**Aids Drowning Shipmates.**  
Fireman Frank M. Finnen of Hyland Falls, N. Y., jumped overboard while a strong tide was running and went to the aid of a drowning shipmate, whom he kept afloat until they were rescued. Seaman William Oliva was commended for his strict attention to duty and promptness, while lookout on a leading ship of a convoy in reporting the presence of a convoy they met head on.

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## HUN PROPAGANDA AIMED TO RETARD SHIPBUILDING

False But Weird Stories of Fatal and Serious Accidents at Plants Spread by Kaiser's Agents.

German propaganda in the United States includes false but weird and blood curdling stories of fatal and serious accidents in the shipbuilding plants.

These stories are told with such circumstantial detail as to cause the credulous to believe them and the naturally incredulous to attach some importance to them. They have the effect in many instances of restraining young men from offering their services to the Emergency Fleet Corporation. Mothers of young mechanics and laborers are told that the managers of the shipbuilding plants are indifferent to the workers and that they don't care how many accidents result so long as they can build ships on a prearranged schedule. This form of propaganda has been called to the attention of the United States Shipping Board and steps have been taken to combat it. As a matter of fact, the shipping board points out, accidents are very rare in the yards under the control of the board and in the private plants the workers are as well protected as in any factory in the United States. Care is taken that they enjoy the benefits of modern sanitation and every effort is made to keep them healthy in body and mind.

## TOKIO PAPER PLEADED BY LAND LAW DECISION

Lauds Verdict of California Court That American-Born Japanese Can Be Owners.

By ERNEST W. CLEMENT.  
Cablegram to The Evening Star and Chicago Daily News. Copyright, 1918.

TOKIO, Japan, October 5.—The Hochi Shimbun is gratified at the recent decision of a California court holding that American-born Japanese are entitled to own land in spite of the alien land law. It expresses the hope that if the case is appealed the higher courts will confirm this equitable decision. The paper calls the law unjust, discriminatory and illegal because it interferes with the treaty rights of the Japanese. It also considers the law injurious to American interests, shutting out Japanese farmers contributing to the agricultural development of California. The newspaper also hopes that steps will be taken to arrive at a just decision as to the right of naturalization. It says that the Japanese in America are devoting their lives and property to the American cause and that, therefore, this is the psychological moment to eliminate unfriendly conditions.

## Substitute English for German.

Correspondence of the Associated Press.  
STOCKHOLM, September 15.—By royal decree, students of the higher schools in Gothenburg may this year, if they desire, substitute English for German as their first foreign language. The order is in the nature of an experiment to see how English adapts itself for beginners. German has hitherto been the first language studied in the Swedish schools, English and French coming in second place.

## MERCHANT MARINE MEN GET PAY FOR OVERTIME

New Set of Rules Issued by Shipping Board Benefit to Sailors.

Sailors manning the ships of America's new merchant marine will be paid extra for overtime work at sea under a new set of rules issued by the United States Shipping Board to regulate the hours of labor and working conditions of officers and men. In a general way these rules confirm practices already in effect on vessels of the Emergency Fleet Corporation, but the overtime principle is officially recognized on the seas for the first time in history.

In cases of emergency when the captain calls for "all hands on deck" to face danger, the overtime rule is automatically suspended. Then every man must work, and work his best, for the common safety. No overtime will then be paid and there will be no appeal from the captain's order to work. This is virtually the only rule of service at sea that survives the pre-war days.

## Establish Efficiency Schedule.

The rules establish an efficiency schedule, exact in its requirements yet designed to be fair to every man. Each is able to tell, by reference to his rules, just where he stands with his employer; he knows just what his board and lodging are to consist of; just what hours of duty he will have and what time for leisure; just what difference there will be in his working time in port and on the high seas and just how much he will be paid for overtime work. The character of a seaman's bunk is as exactly prescribed as an iron pipe bed, painted, with a steel spring or a slung canvas bottom. This bed must be sanitary and have no cracks or joints. The sailor is supplied with suitable bedding prescribed by the rules and his only duty with regard to sleeping facilities is to see that they are kept clean. Well ventilated washrooms with basins and a bath and shower baths are provided for both the frateron forces and crew proper.

## Hours of Duty for Mates.

The regulations prescribe hours of duty for mates, both at sea and in port, and provide for the payment of extra compensation for duties done outside the regular hours. The captain, master of the ship, of course, remains theoretically on duty all the time, and rules are not made for his conduct.

## GERMANS GET RICH MINES.

Syndicate Buys Coal and Iron Interests by Forced Liquidation.

Correspondence of the Associated Press.  
AMSTERDAM, September 15.—The immense coal and iron mines and smelting works owned by Baron De Wendel in Lorraine have been sold to a German syndicate for the normal equivalent of \$65,000,000 on the ground that they were chiefly owned by French citizens. The process by which this great property was transferred from French to German ownership is called "compulsory liquidation." Baron De Wendel, reputed to be one of the richest men in Europe, was chief owner of the Lorraine coal and iron fields. His possessions in German Lorraine have long excited the cupidity of the German capitalists. The potential ore supply in this field alone has been estimated at \$1,300,000,000. The state reserved the right of participation to the extent of 51 per cent in the purchase of the properties.

## BUREAU LENDS ENGINEERS TO CHECK WASTE IN OILS

Experts Will Visit Sections Where Fluid Is Used for Fuel and Demonstrate Economies.

To eliminate as far as possible the waste of about 40,000,000 barrels of fuel oil annually, the bureau of mines and the fuel administration have sent to those parts of the country where fuel oil is used extensively a number of engineers, who will demonstrate where losses occur and show how they may be stopped.

Experts have found, according to the Department of Interior, that last year 160,000,000 barrels were used and that one-fourth of this entire amount was wasted and might have been saved by more intelligent operation of plants and proper firing. Director Manning of the bureau said that "the situation called for drastic action when it is realized that in this greatest of world's crises, with the future of the people in jeopardy, the very fuel which is needed for our American navy to drive it on to final victory is being dissipated here at home in such an alarming degree."

## FOOD ADMINISTRATION OFFICE TO REMAIN HERE

Will Not Move to New York Nor Make Any Transfers to Washington.

The food administration has no intention either of moving its headquarters to New York or, on the other hand, of transferring to Washington any of its offices now located outside that city. This announcement is made in view of many rumors that such changes were contemplated.

The food administration is pursuing a steady policy of decentralizing its administrative activities so far as possible into the states, and this policy results in a considerable reduction of the personnel of the Washington force. For instance, the force in Washington last July numbered 1,322 persons, while on September 30 it was 1,052. The average rate of reduction per week at the present time is twenty.

## MALADY ABOARD STEAMER PUZZLE TO PHYSICIANS

Cuban Medical Men Unable to Diagnose Disease Which Caused Deaths on Spanish Liner.

A CUBAN PORT, October 7.—Cuban medical authorities have not yet been able to diagnose the malady that caused twenty-four deaths on the Spanish liner Alfonso XII, which arrived here Saturday and is being held in quarantine. Nineteen persons died on the voyage and five have died since the ship reached port. Among the dead are the second officer. Two persons crazed by suffering committed suicide during the voyage.

Sixty of the 1,200 passengers aboard the ship are ill and forty are said to be in a serious condition. A very high temperature with signs of mental deterioration characterizes the malady, which was supposed to be Spanish influenza.

## METAL MEN MEETING IN BIG JOINT CONGRESS

Will Launch Drive at Milwaukee to Increase Production While Releasing Men for War.

MILWAUKEE, Wis., October 7.—A big drive to increase America's production of iron and steel and at the same time release man power for military service by installation of labor-saving machinery, will be launched here today at what is expected to be the largest gathering of metal-working manufacturers ever assembled. Three thousand or more leaders in the metal industry are expected to attend the five-day congress of the American Foundrymen's Association and the American Institute of Mining Engineers, at which a score of problems, including labor, proper distribution of coal and coke, closer cooperation with the fuel and railroad administrations and employment of women in war work will be thrashed out.

The "win-the-war" congress of the foundrymen, the metal division, American Institute of Mining Engineers, the iron and steel division, American Institute of Mining Engineers, and the American Malleable Castings Association is said to mark the first attempt of the metal associations toward a joint meeting.

## Vast Labor-Saving Exhibit.

Special attention will be given to proposed new methods of manufacture by which it is hoped to effect a labor saving and also to further conserve materials needed for the conduct of the war. The auditorium here will be filled to capacity with machinery of all descriptions used in the metal industry. Charles M. Schwab, director general of the Emergency Fleet Corporation, will review the progress of the shipbuilding campaign of the last year at Thursday night's session, and will point out the present needs of carrying the program to a successful conclusion.

With a program of exercises modeled to meet wartime conditions, the Auburn (N. Y.) Theological Seminary today begins celebration of its centennial.

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## FURTHER DELAY IN COAL TRUST CASES EXPECTED

Supreme Court Opens Term—Other Important Cases—Annual Visit to President.

Further delay in consideration of the Steel and Anthracite coal trust cases, pending for several years, as well as

postponement until next session of other dissolution suits brought by the government under the anti-trust law, was expected when the Supreme Court reconvened today for the opening of the fall term. Despite an indication of a tendency to leave undecided the larger trust cases, a busy session is expected. An unusually large number of suits have been filed during the last six months, including some 150 petitions seeking reviews of various proceedings from state and federal courts. Among the important cases waiting for decision are the proceedings

brought by the Associated Press to restrain the International News Service or Hearst Service from pirating its news. In opening the term today the court remained in session only a few minutes, adjourning to pay the annual call upon President Wilson. The court will reconvene tomorrow and after receiving motions will begin hearing arguments. Elaborate war exhibits by the federal government will feature the Virginia state fair, opening today at Richmond, and the Alabama state fair, at Birmingham.

# LAUNDRY NOTICE!

BY DIRECTION OF THE U. S.  
WAR INDUSTRIES BOARD

We are readjusting our delivery and collection system to conserve labor and material. To do this and release men for war work we have found it necessary to adopt the

## ONCE-A-WEEK SERVICE

that is to say, the delivery man will stop at your home ONLY ONCE during the week, delivering your clean linen from the previous week and collecting the soiled at the same time.

Inquire of your laundry man HIS DAY in your territory.

## WASHINGTON LAUNDRIES

P. S.—In order to further conserve, our minimum charge per package will be as follows—starch work, 25c; flat work, 50c, and rough dry, 75c.

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